


George Washington's Railroad

His Dream Realized



THIS IS THE STORY OF
A GREAT RAILWAY
SYSTEM THAT GREW UP
WITH THE NATION...TO
SERVE THE NATION...
TO FULFILL A DREAM--
GEORGE WASHINGTON'S
DREAM OF A MEANS
OF TRANSPORTATION
TO LINK THE WATERS
OF CHESAPEAKE BAY
WITH THE OHIO RIVER

CHESAPEAKE and **OHIO**
Lines

Original Predecessor Company Founded by George Washington in 1785.

ON 1784, WITH THE REVOLUTION OVER, MIGRATION FROM VIRGINIA TO THE "WESTERN COUNTRY" RAPIDLY CONTINUED--"VIRGINIA" CLAIMS SOVEREIGNTY TO THE MISSISSIPPI RIVER.



THE ALLEGHANY MOUNTAINS FORMED AN ALMOST IMPASSABLE BARRIER BETWEEN SETTLERS IN OHIO AND THE EAST.

AS NO IMPROVED TRAILS OR ROADS EXISTED AT THIS EARLY DATE, INLAND COMMERCE AND THE POPULATION WERE DEPENDENT UPON NAVIGABLE STREAMS. THE MAIN ROUTE TO THE WEST WAS FROM RICHMOND VA. TO STAUNTON, VA. OVER THE THREE CHOPT ROAD, AND FROM STAUNTON TO HUNTINGTON, WEST VIRGINIA OVER THE MIDLAND TRAIL.

GEORGE WASHINGTON FORSAW THE NECESSITY OF BINDING THE ISOLATED OUTPOSTS TO THE ORIGINAL THIRTEEN STATES BY MEANS OF TRANSPORTATION AND COMMUNICATION, AND URGED THAT SUCH PLANS BE PUT IN EFFECT.



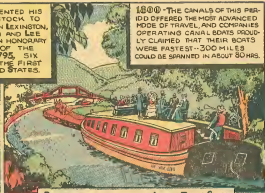
It is necessary to apply the cement of interest to bind all parts of the union together with indissoluble bonds... settlers have no means of coming to us except by such improved roads... but smooth the road and make easy the way and see how amazingly our exports will be increased and how amply we shall be compensated for the expense of effecting it.

Ge Washington

IN 1785, THE JAMES RIVER COMPANY WAS ORGANIZED TO BUILD A TRANSPORTATION ROUTE TO THE WEST. WASHINGTON WAS ELECTED PRESIDENT OF THIS COMPANY AND CONSTRUCTION BEGAN ON THE JAMES RIVER CANAL.

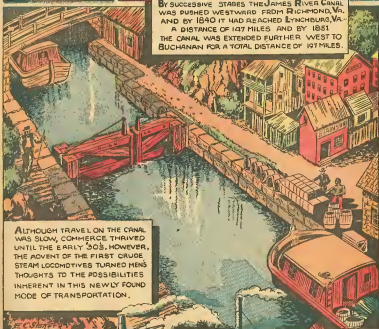


GEORGE WASHINGTON PRESENTED HIS JAMES RIVER COMPANY STOCK TO LIBERTY HALL ACADEMY IN LEXINGTON, VIRGINIA, NOW WASHINGTON AND LEE UNIVERSITY. HE HELD AN HONORARY POSITION ON THE BOARD OF THE JAMES RIVER CO. UNTIL 1795, SIX YEARS AFTER BECOMING THE FIRST PRESIDENT OF THE UNITED STATES.



1800 - THE CANALS OF THIS PERIOD OFFERED THE MOST ADVANCED MODE OF TRAVEL, AND COMPANIES OPERATING CANAL BOATS PROUDLY CLAIMED THAT THEIR BOATS WERE FASTEST - 300 MILES COULD BE SPANNED IN ABOUT 80 HRS.

BY SUCCESSIVE STATES THE JAMES RIVER CANAL WAS PUSHED WESTWARD FROM RICHMOND, VA. AND BY 1840 IT HAD REACHED LYNCHBURG, VA. A DISTANCE OF 147 MILES. AND BY 1851 THE CANAL WAS EXTENDED FURTHER WEST TO BUCHANAN FOR A TOTAL DISTANCE OF 197 MILES.



ALTHOUGH TRAVEL ON THE CANAL WAS SLOW, COMMERCE THRIVED UNTIL THE EARLY '30S. HOWEVER, THE ADVENT OF THE FIRST CRUDE STEAM LOCOMOTIVES TURNED MEN'S THOUGHTS TO THE POSSIBILITIES INHERENT IN THIS NEWLY FOUND MODE OF TRANSPORTATION.



THE FIRST APPLICATIONS OF STEAM TO LOCOMOTION ON RAILS RESULTED IN MANY WEIRD AND CURIOUS DESIGNS, BUT TESTS SHOWED THE BASIC PRINCIPLE TO BE SOUND AND THE RAILROAD SOON PASSED FROM A STATE OF MILD AND CURIOUS CONJECTURE TO THAT OF REALITY AND IN-

1836

THE LOUISA RAILROAD WAS ORGANIZED TO BUILD A RAILROAD TO THE BLUE RIDGE MOUNTAINS. THIS WAS THE RAILWAY LINE OF WHICH THE CHESAPEAKE AND OHIO IS A DIRECT DESCENDANT.



CLAUDIUS GROZET,
CHIEF ENGINEER,
OF THE BLUE RIDGE
RAILROAD




IN 1849 THE BLUE RIDGE RAILROAD WAS FORMED TO BUILD A STEEL TRAIL OVER THE MOUNTAINS TO THE WEST. CONSTRUCTION ON THIS LINE PRESENTED SOME OF THE MOST DIFFICULT PROBLEMS EVER ENCOUNTERED IN RAILROAD HISTORY AND THE PRESENT DAY ROADBED OF THE C&O REFLECTS THE GENIUS OF CLAUDIUS GROZET'S ACHIEVEMENT. A TOWN ON THE MAINLINE IS NAMED FOR HIM.




THE FIRST RAILS USED BY THE LOUISA RAILROAD CONSISTED OF HEAVY WOOD TIMBERS WITH IRON STRAPS BOLTED TO THE TOP.







IN 1850, THE VIRGINIA CENTRAL TOOK OVER THE LOUISA RAILROAD AS MORE MILES OF TRACK WERE PUSHED TO THE WEST.



IN 1853 THE GOVINGTON AND OHIO WAS INCORPORATED BY THE STATE OF VIRGINIA TO BUILD A RAILROAD FROM GOVINGTON, VA. TO THE OHIO RIVER, HOWEVER, CONSTRUCTION WAS INTERRUPTED BY THE WAR BETWEEN THE STATES AND THE ROAD WAS NOT COMPLETED, EVEN THOUGH \$3,000,000 WAS SPENT NOT A RAIL WAS LAID.



FIGHTING THROUGH ROCK, BORING TUNNELS THROUGH MOUNTAINS, ROCK SLIDES AND FALLING TIMBERS WERE COMMON HAZARDS OF THOSE EARLY DAYS OF RAILROAD BUILDING.



BY 1861, THE VIRGINIA CENTRAL WAS COMPLETED AS FAR AS JACKSON'S RIVER NEAR GOVINGTON, VIRGINIA.

1861 - WAR - 1865

PEACE-TIME EXPANSION OF THE VIRGINIA CENTRAL WAS HALTED---THE RAILROAD GIRDED ITSELF TO AID IN THE CONFLICT AND THIS WORTHY ANCESTOR OF THE CHESAPEAKE AND OHIO, PERFORMED HEROICLY IN THE TRANSPORTATION OF TROOPS THROUGHOUT THIS HISTORIC BATTLE TERRITORY.




MILES OF TRackage WERE DESTROYED AS ARMIES OF EACH SIDE ATTEMPTED TO KEEP THE OTHER FROM ADVANCING---AND RAILS INTENDED FOR COMPLETION OF THE ROAD WERE USED FOR REPLACEMENTS.

THE END OF HOSTILITIES FOUND THE VIRGINIA CENTRAL IN A CRITICAL CONDITION--WITH BRIDGES DESTROYED, ROLLING STOCK CARRIED AWAY, EQUIPMENT DISMANTLED AND A GENERAL STATE OF CHAOS EXISTING. HOWEVER, CONSTRUCTION WAS RESUMED WITH RENEWED IMPETUS.

THE DIVISION OF THE STATE OF VIRGINIA, A RESULT OF THE WAR FOUND BOTH VIRGINIA AND THE NEW STATE OF WEST VIRGINIA, INTERESTED IN JOINING THE OHIO VALLEY WITH TIDEWATER, AND IN 1868 ---




THE VIRGINIA CENTRAL CONTRACTED TO COMPLETE THE GOVINGTON AND OHIO R.R. IT ACQUIRED THE PROPERTIES OF THE GOVINGTON AND OHIO, AND CHANGED ITS CORPORATE NAME (VIRGINIA CENTRAL) TO THE CHESAPEAKE AND OHIO RAILROAD CO



1880—THE RICHMOND AND ALLEGHANY, ACQUIRED THE PROPERTIES OF THE JAMES RIVER AND KANAWHA COMPANY. TRACKS IN SEVERAL PLACES WERE LAID ON THE TOW-PATH OF THE CANAL.

THE CHESAPEAKE AND OHIO ACQUIRED THE PROPERTIES OF THE RICHMOND AND ALLEGHANY RAILROAD IN 1890. THUS, GEORGE WASHINGTON'S CANAL ROUTE BECAME THE ORIGINAL PREDECESSOR COMPANY OF CHESAPEAKE AND OHIO RAILWAY.

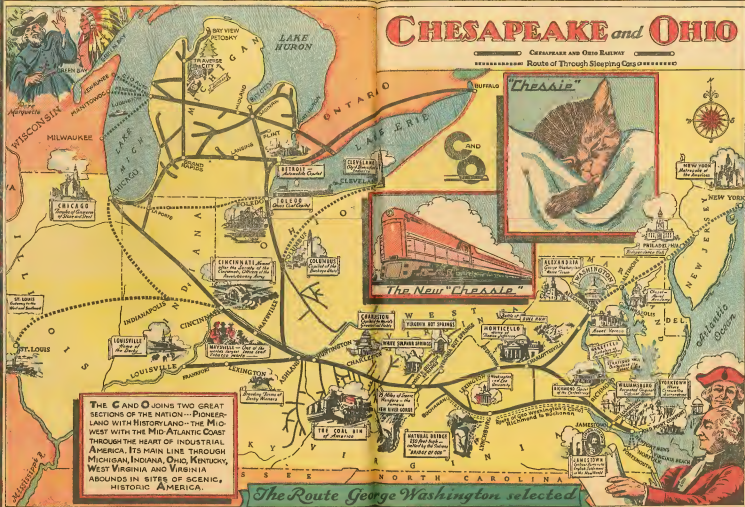


IN THE OLD DAYS (BEFORE THE DINER), COFFEE AND FRIED CHICKEN WERE SERVED WHILE THE C&O TRAIN WAITED AT GORDONSVILLE, VIRGINIA.

IN SCENIC AND HISTORIC INTEREST & NO RAILROAD IN AMERICA EXCELS THE

CHESAPEAKE and OHIO

CHESAPEAKE AND OHIO RAILWAY
Route of Through Sleeping Cars



Travel **THE CHESIE CORRIDOR**—there's more to See!

JOHN HENRY

LEGEND HAS IT THAT THE RING OF THE MIGHTY "STEEL-DRIVIN' MAN'S HAMMER RESOUNDED THROUGHOUT THE ALLEGHANY SECTION OF THE C AND O.



IT WAS AT THE C AND O BIG BEND TUNNEL THAT JOHN HENRY IN TRYING TO OUTMATCH A STEAM DRILL, DIED FROM A RUPTURED BLOOD VESSEL IN HIS HEAD, FULFILLING HIS LEGENDARY PROPHECY.



THE BIG BEND TUNNEL WAS A GIGANTIC ENGINEERING PROJECT IN THE EARLY DAYS OF THE C AND O.



THE ORIGINAL BIG BEND TUNNEL WAS BUILT IN 1872. WHEN IT "HOLED THROUGH", THE OPPOSITE BORES WERE OUT OF ALIGNMENT ONLY A MATTER OF A FEW INCHES.



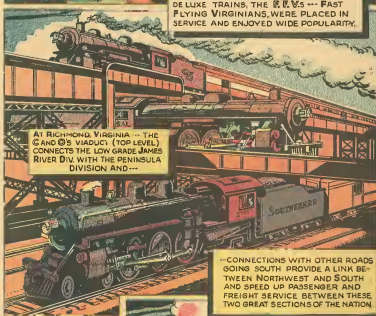
"JOHN HENRY WAS A LI'L BABY, UH - HUH, SITTIN' ON HIS MAMA'S KNEE, OH, YEAH, SAID, DE BIG BEND TUNNEL ON DE C AND O ROAD GONNA CAUSE DE DEATH OF ME."



UNDER THE REGIME OF PRESIDENTS COLLIS P. HUNTINGTON, (1869 - 1888), AND M. E. INGALLS, (1888 - 1900), THE CHESAPEAKE AND OHIO RAILWAY EXPANDED AND DEVELOPED IN OPERATING METHODS AND PHYSICAL IMPROVEMENTS THAT BROUGHT IT TO FORMOST PROMINENCE IN THE RAILROAD INDUSTRY.



IN 1889 WITH THE OPENING OF THE CINCINNATI DIVISION, TWO FAMOUS DE LUXE TRAINS, THE E. V. S. --- FAST FLYING VIRGINIANS, WERE PLACED IN SERVICE AND ENJOYED WIDE POPULARITY.



AT RICHMOND, VIRGINIA --- THE C AND O'S VIADUCT (TOP LEVEL) CONNECTS THE LOW GRADE JAMES RIVER DIV. WITH THE PENINSULA DIVISION AND---

--CONNECTIONS WITH OTHER ROADS GOING SOUTH PROVIDE A LINK BETWEEN NORTHWEST AND SOUTH AND SPEED UP PASSENGER AND FREIGHT SERVICE BETWEEN THESE TWO GREAT SECTIONS OF THE NATION.

IN 1905 THE C AND O. BECAME JOINT OWNERS WITH SIR CHRISTOPHER FURNESS OF THE CHESAPEAKE AND OHIO STEAMSHIP CO. PLYING BETWEEN EUROPE AND NEWPORT NEWS, VA. TO CREATE A MARKET FOR COAL HAULED FROM WEST VA. MINES TO TIDEWATER. THIS COMPANY, SINCE DISSOLVED, OWNED SEVEN STEAMSHIPS.



"THE EXPEDITER"

©AND© NOW HIGHBALLS YOUR FREIGHT ON THE "EXPEDITER" CRACK NEW FREIGHT TRAIN FROM CHICAGO AND CINCINNATI TO RICHMOND, NEWPORT NEWS, NORFOLK AND THE SOUTHEAST.



COAL IS THE BACKBONE OF ©AND© TRAFFIC. THE "COAL BIN OF AMERICA" LIES MIDWAY BETWEEN THE GREAT LAKES AND THE ATLANTIC SEABOARD---IN WEST VIRGINIA AND EASTERN KENTUCKY. THE ©AND© BUILT AND OPERATES OVER 1000 MILES OF BRANCH LINE FOR HANDLING COAL FROM THIS TERRITORY.

COAL

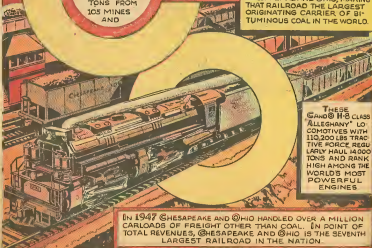
IN 1902
COAL
PRODUCTION IN
©AND© TERRITORY
WAS 4,164,260
TONS FROM
105 MINES
AND

AND



---45 YEARS LATER---

IN 1947 APPROXIMATELY SEVENTY-EIGHT MILLION TONS OF COAL WERE LOADED BY MINES LOCATED ON CHESAPEAKE AND ©HIO, MAKING THAT RAILROAD THE LARGEST ORIGINATING CARRIER OF BITUMINOUS COAL IN THE WORLD.



THESE ©AND© H-8 CLASS ALLEGHANY® LOCOMOTIVES WITH 110,200 LBS TRACTIVE FORCE REGULARLY HAUL 14000 TONS AND RANK HIGH AMONG THE WORLD'S MOST POWERFUL ENGINES.

IN 1947 CHESAPEAKE AND ©HIO HANDLED OVER A MILLION CARLOADS OF FREIGHT OTHER THAN COAL. IN POINT OF TOTAL REVENUES, CHESAPEAKE AND ©HIO IS THE SEVENTH LARGEST RAILROAD IN THE NATION.

THE "PERE MARQUETTES"

AMERICA'S FIRST POST WAR
STREAMLINERS.

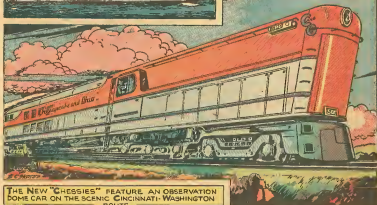


THE PERE MARQUETTE DISTRICT OF THE GREATER C. AND O. LINKS THE ATLANTIC SEABOARD WITH THE NORTHWEST AND THE GREAT LAKES.

PERE MARQUETTE OPERATES A MODERN FLEET OF AUTO FERRIES ACROSS LAKE MICHIGAN, SHORT ROUTE TO THE NORTHWEST.



THE WORLD'S LARGEST
PASSENGER LOCOMOTIVE



THE NEW "CHESSIES" FEATURE AN OBSERVATION DOME CAR ON THE SCENIC CINCINNATI-WASHINGTON ROUTE.



EVER INCREASING DEMANDS OF TRAFFIC CALL FOR SPEED, POWER AND ECONOMY OF OPERATION. AGAIN, C. AND O.'S LATEST CONTRIBUTION TO PASSENGER MOTIVE POWER IS ENTIRELY NEW. -- THIS COAL-BURNING STEAM-TURBINE-ELECTRIC-DRIVEN LOCOMOTIVE, BUILT FOR HEAVY DUTY PASSENGER SERVICE AT HIGH SUSTAINED SPEEDS, WILL HAUL THE NEW "CHESSIES" BETWEEN CINCINNATI AND WASHINGTON.

"FOREVER SEEKING WAYS OF BETTER SERVING THE TRAVELER"

Robert R. Young

CHAIRMAN OF THE BOARD
CHESAPEAKE AND OHIO RAILWAY CO.

THE MODERN VERSION OF THE PIONEER SPIRIT OF THE C&O IS PERSONIFIED BY ROBERT R. YOUNG, CHAIRMAN OF THE BOARD AND HIS ABLE STAFF OF HIGHLY SPECIALIZED EXECUTIVES.

MR. YOUNG, FOREMOST EXPONENT OF MODERN TRENDS IN RAILROAD OPERATING PRACTICE IS LARGELY RESPONSIBLE FOR MANY NEW IMPROVEMENTS IN RAIL TRAVEL AND C&O PROUDLY CLAIMS MANY "FIRSTS" IN LEADING THE WAY IN RAILWAY PROGRESS.



PAY ON TRAIN
TICKET SERVICE



THE C&O
GIRLHOSTESS.

"Extras"

TICKETS ON CREDIT
THEATRE ON RAILS
NEWS AND TELEPHONE SERVICE
PAY ON TRAIN
DINING CAR HOSTESSES
CHILDREN'S PLAYROOM
INDIVIDUAL SEAT RADIO
LOUNGE IN EVERY COACH
TAVERN LOUNGE
CENTRAL RESERVATION BUREAU
NEW OBSERVATION DOME CARS



YOUR
C&O
CREDIT
CARD

UNDER THE NEW
RAIL-AUTO PLAN,
PASSENGERS MAY NOW
HAVE THE USE OF
NEW AUTOMOBILES
FOR BUSINESS OR
PLEASURE, UPON
ARRIVAL AT DESTINATION.



"TRAIN X"

THE C&O'S RE-
SEARCH DEPARTMENT
IS WORKING ON THE
DESIGN OF A TRAIN SO
NEW THAT IT MAY CHANGE
ALL OUR PRESENT IDEAS
OF COMFORT, CONVENIENCE
AND SPEED.



"TRAIN X" IS TYPICAL OF C&O'S FAR-SIGHTED PROGRAM OF "BETTER SERVING THE TRAVELER" — AND LEADING THE WAY IN RAILWAY PROGRESS.

CHESAPEAKE and OHIO

WORLD WAR II

THE SECOND WORLD WAR FOUND THE C&O PLACED IN AN EXCELLENT POSITION TO HANDLE THE BIG TONNAGE OF WARTIME PRODUCTION. PLANT INVESTMENT HAD INCREASED FROM \$280,000,000 IN 1923 TO \$615,000,000 IN 1945. THIS HUGE EXPENDITURE WENT INTO EVERY TYPE OF IMPROVEMENT THAT WOULD FACILITATE EFFICIENT OPERATION AND SPEED TRAFFIC.



BECAUSE OF ITS STRATEGIC LOCATION IN REGARD TO VITAL WARTIME INDUSTRY, THE C&O WAS CALLED "THE BATTLEFIELD LINE".



THE 740TH RAILWAY OPERATING BATTALION WAS COMPOSED OF C&O EMPLOYEES ON LEAVE, AND AS OF MAY 1943 C&O LISTED 4357 IN THE ARMED FORCES.

FATHER MARQUETTE



IN OUR BRIEF STORY OF THIS GREAT RAILWAY SYSTEM, IT IS POSSIBLE TO MENTION ONLY A FEW OF THE HIGHLIGHTS OF ITS HISTORY AND DEVELOPMENT. C&O IS THE STORY OF THE "IRON HORSE" AND A TRIBUTE TO THE "IRON MEN WHO OUT OF A WILDERNESS FASHIONED A NEW WORLD AND TO THE MEN OF VISION AND COURAGE, WHO FOLLOWED, TO CARRY ON ITS GREAT TRADITION OF SERVICE TO THE NATION-- GIVING REALITY TO GEORGE WASHINGTON'S DREAM.

GEORGE WASHINGTON



NOW TWO GREAT RAILROADS UNITE TO FORM "THE GREATER CAO"



PERE MARQUETTE

CHESAPEAKE and OHIO

IN 1947 THESE TWO RAILROADS MERGED AND NOW SHIPPERS AND TRAVELERS HAVE A NEW UNIFIED SERVICE BETWEEN THE GREAT LAKES AND THE MID-ATLANTIC COAST.

After winning the great struggle for independence, George Washington turned to the pursuits of peace and devoted himself to building a new nation. He foresaw that, unless the frontier settlements to the west were bound to the thirteen original states by means of transportation and communication, they would slip away to foreign powers and expansion westward would be halted.

His vision of a transportation system to connect the waters of the Chesapeake Bay with the Ohio River resulted in the formation of the James River Company in 1755. George Washington was the first president of this canal company and one of its original stockholders.

This canal system was completed from Richmond westward to Barbours, Va. Then, shortly after the dawn of the nineteenth century, the first crude steam locomotive made its appearance. Later, the Richmond and Allegheny Railroad purchased the canal property and laid its rails on the tow path of George Washington's canal. This railroad became a part of the Chesapeake and Ohio Railway, which today operates over the routes which George Washington himself selected.

Chesapeake AND Ohio Railway



"Chessie"

